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December 8, 2015
Chair Ernest Y. Martin and esteemed Councilmembers,

Testimony Supporting Bill 82

Aloha,

The Hawaii Bicycling League is excited to see the introduction of Bill 82 in place of the deferred Bill 68. We applaud introducer Councilmember Ozawa and the rest of the Council for raising the need for more public outreach and information prior to installing bike lanes, and after hearing public comments, pursuing a better solution embodied in Bill 82.

Bill 82 focuses on enhancing our existing bikeway planning and implementation processes by including the development of 5-year implementation plans, routine council updates, and a 2-stage public meeting process for major bikeway projects. These policies should help ensure a higher level of transparency in bikeway prioritization and implementation, accountability in implementation of the bike plan, and robust community and council involvement. By building on our bike master plan, this bill should help us build the bikeway network we need to make bicycling accessible to all of our residents and visitors for transportation, recreation, and health.

While we support Bill 82, we suggest consideration of three issues:

1. The 5-year implementation plan and additional community engagement processes will likely increase workload on City staff and/or lead to additional needs for consultant assistance. We urge that in adopting this bill, the Council recognizes this potential need and in turn supports any departmental requests for additional funding or staff to properly satisfy the new requirements.
2. The \$100,000 threshold for a project to be considered a major bikeway project would likely lead to projects with minimal potential for community impacts going through this additional public process and adding undue time and cost. For stand-alone projects, \$100,000 is a relatively small figure and would capture almost all of these projects, even though some of the projects don't meet any of other three criteria and have little potential for community impacts. The three criteria noted as A, B, and C in Section 2, subsection 1 directly identify community impacts and should sufficiently serve as the basis for defining a major project. Cost alone may not cause impacts. The D criterion should be deleted because of other problems it may cause.
3. The 14-day minimum public notice requirement is greater than the 6 days used by many county bodies (such as Council, Neighborhood Boards) and required by the state Sunshine law. While more notice is

certainly better, it seems inappropriate to hold the notice for bikeway meetings to different and more stringent standards than what is required for most other public meetings.

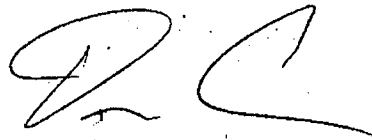
We thank the Council for their leadership on this issue and willingness to work with all parties to come up with the constructive policy we need to take us closer to a walking & bicycle-friendly and Complete Streets future.

Thank you very much for considering the comments of the Hawaii Bicycling League. If you have any questions or would like to discuss further, please contact Chad Taniguchi (808-735-5756, chad@hbl.org) or Daniel Alexander (808-275-6717, daniel@hbl.org).

Ride and Drive Aloha,



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